

## Message Text

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PAGE 01 MONTRE 01178 01 OF 03 131258Z  
ACTION IO-14

INFO OCT-01 AF-10 ARA-14 EA-12 EUR-12 NEA-11 ISO-00  
CAB-05 CIAE-00 COME-00 DODE-00 DOTE-00 EB-08  
INR-10 NSAE-00 FAA-00 L-03 OIC-02 SS-15 SSO-00  
SP-02 NSCE-00 MCT-01 SY-05 INRE-00 PA-02 ICAE-00  
/127 W

-----040258 131352Z /50

O 122055Z JUN 78  
FM AMCONSUL MONTREAL  
TO SECSTATE WASHDC IMMEDIATE 635

UNCLAS SECTION 1 OF 3 MONTREAL 1178

FROM USREP DOWNS/ICAO FOR ASST SEC MAYNES/IO

E.O. 11652: NA  
TAGS: PORG, EAIR, ICAO  
SUBJECT: IFALPA'S REPORT OF ICAO COUNCIL  
MEETING (94/1) RE KAL FLIGHT FORCED DOWN IN USSR

1. E.P. SMART, REPRESENTATIVE OF IFALPA, WHO STATED THAT  
THERE IS A MOVEMENT AMONG IFALPA PILOTS TO REFUSE TO FLY  
POLAR ROUTES UNLESS REMEDIAL STEPS ARE TAKEN RE REVIEW  
OF ANNEXES AND INTERCEPTION PROCEDURE, PROVIDED USREP WITH COPY  
OF HIS REPORT TO HIS INTERNATIONAL ORGANIZATION. THE REPORT  
IS IN PART PARAPHRASED BUT IS SUBSTANTIALLY ACCURATE.

2. QUOTE: THE PRESIDENT OF COUNCIL PRESENTED HIS REPORTS DATED  
19 AND 26 MAY, 1978 AS PRINTED.  
USA: REFERENCED THE MEMO OF 19TH MAY AND THE EVENTS OF 20TH  
APRIL 1978, WHEN THE KAL INCIDENT OCCURRED AND EARLIER  
EVENTS THAT OCCURRED IN 1974 ALONG THE SIMILAR LINES. HE  
THEN QUERIED COUNCIL REGARDING A POSSIBLE REQUIREMENT TO REVIEW  
ICAO ANNEXES 2, 10, 11, 13 AND POSSIBLY ANNEX 6 AS A RESULT OF  
THE EVENTS THAT OCCURRED AND AS A POTENTIAL SAFETY MATTER.  
STATED THE USA INTENT TO INCLUDE CONSIDERATION OF THIS ITEM  
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DURING THE CURRENT SESSION.  
PRESIDENT: YOU HAVE MY REPORT TO COUNCIL REGARDING THE LANDING OF  
THE AIRCRAFT AND YOU MAY BRING THE ITEM UP AT THIS TIME IF YOU  
SO DESIRE.  
USA: I REFER AGAIN TO THIS INCIDENT AND THE EVENTS OF 1974  
THAT OCCURRED DURING THE INTERCEPT OF A LIBYAN AIRCRAFT. A  
STATE LETTER WAS ISSUED FOLLOWING THE 1974 INCIDENT. IATA AND

IFALPA EXHIBITED CONSIDERABLE INTEREST AND I AM SURE THAT THE SAME INTEREST EXISTS WITH REGARD TO THIS LATEST INCIDENT. AT PRESENT THERE IS NO RELIABLE WAY TO COMMUNICATE BETWEEN AN AIRLINER AND DEFENSE FORCES ON THE EMERGENCY FREQUENCY 121.5. I THINK ICAO WOULD BE REMISS IF WE DID NOT ACT. THERE HAS BEEN GREAT INTEREST EXHIBITED BY THE NEWS MEDIA AND IN OTHER COMMERCIAL PUBLICATIONS. WE BELIEVE THAT THERE IS A NEED TO RAISE THIS QUESTION AT THE PROPER LEVELS AND TO INQUIRE INTO THE WAYS THAT WE MIGHT IMPROVE THE SAFETY OF INTERNATIONAL CIVIL AVIATION. WITHIN THE ANC WE HAVE THE EXPERTISE NEEDED TO REVIEW THE HAPPENINGS AND TO TAKE STEPS IN THE RIGHT DIRECTION.

UK: SUPPORTED THE ACTIONS RECOMMENDED BY THE USA. IT IS THE UK GOVERNMENT'S VIEW THAT ACTION IS CALLED FOR THAT THERE SHOULD BE A REVIEW OF THE INTERNATIONAL PROVISIONS TO DETERMINE IF THE PRESENT GUIDANCE IS ADEQUATE. THE EVENTS OF 20TH APRIL ARE DAMAGING TO ICAO'S REPUTATION AND TO THE REPUTATION OF INTERNATIONAL CIVIL AVIATION. AT THIS TIME THE FACTS SURROUNDING THE INCIDENT ARE FAR FROM CLEAR. IT IS PREMATURE TO TRY AND ARRIVE AT CONCLUSIONS. COUNCIL SHOULD INVITE THE PRESIDENT TO SEEK TO ESTABLISH THE FACTS FROM THE STATES INVOLVED. THE FACTS COULD THEN BE PUT BEFORE THE AIR NAVIGATION COMMISSION SO THAT IT COULD BE DETERMINED WHAT ACTIONS MAY NEED TO BE TAKEN SO AS TO STRENGTHEN THE DEFENSES TO PREVENT REOCCURENCE.

PRESIDENT: IN MY 19 MAY MEMO COUNCIL WAS INFORMED OF ALL OF THE FACTS THAT ICAO HAS IN THIS MATTER.

FRANCE: I HAVE NO INSTRUCTIONS FROM MY GOVERNMENT ON THIS SUBJECT.  
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THE FACT IS THAT I WAS UNABLE TO SUPPLY ANY OTHER INFORMATION OTHER THAN PROCEDURAL. I WOULD LIKE TO ASSOCIATE MYSELF, HOWEVER, WITH THE UK VIEWS. I INTERPRET THE SILENCE OF THE FRENCH AUTHORITIES IN THIS MATTER AS MEANING THAT THEY HAVE NOTHING IN THEIR POSSESSION.

USSR: I WOULD NOT LIKE FOR COUNCIL TO DISCUSS THIS IN DETAIL. ON THE BASIS OF YOUR MEMO AND WHAT HAS BEEN SAID BY THE UK, US AND FRANCE, I FEEL THAT THERE IS NO NEED TO DEAL WITH THIS SUBJECT IN ICAO. THE EVENTS REGARDING THE SOUTH KOREAN AIRCRAFT ARE NOT AN INCIDENT OR AN ACCIDENT AS OUTLINED IN ANNEX 13 OF THE CHICAGO CONVENTION. AT ANY RATE, WE HAVE FILED A DIFFERENCE WITH REGARD TO REPORTING IN ACCORDANCE WITH ANNEX 13. BEFORE ANY DECISION IS MADE BY COUNCIL, I WANT TO KNOW WHAT THE US MEANS IN DEALING WITH THE SUBJECT.

UK: I CAREFULLY AVOIDED THE USE OF THE WORD INCIDENT. I REFER TO THE EVENTS THAT OCCURRED AND THE INADEQUACY OF INFORMATION SURROUNDING THE EVENTS. THERE CAN BE NO DOUBT THAT A CIVIL AIRLINER WAS DAMAGED IN THE AIR AND THAT TWO PASSENGERS WERE KILLED. AT PRESENT WE HAVE ONLY HEARSAY REPORTS AND THERE IS NO ADEQUATE BASIS FOR INVESTIGATION. I ASKED WHETHER ICAO WOULD BE SERVED BY MAKING INFORMATION AVAILABLE ON THESE EVENTS BY THE USSR OR OTHERS. THIS INFORMATION SHOULD BE BROUGHT INTO KNOWLEDGE

OF COUNCIL. AN UNDESIRABLE EVENT UNDOUBTEDLY OCCURRED. IT IS OUR DUTY TO ENSURE THAT ANYTHING WE CAN DO IS DONE TO PREVENT REOCCURRENCE.

USA: AN INQUIRY BY THE USSR REPRESENTATIVE MIGHT BE DIRECTED AT DETERMINING IF THE PROCEDURES PROMULGATED BY ICAO FOR USE DURING INTERCEPT WERE FOLLOWED BY THE USSR, IF THE TRANSPONDER SETTING OF 7700 WAS FOLLOWED BY THE AIRLINER AND PICKED UP ON THE GROUND AND IF AMAYDAY CALL WAS MADE AND PICKED UP BY ATC. AT PRESENT ALL OF THE INFORMATION AVAILABLE IS HERESAY. IT IS TIMELY THAT THE MATTER SHOULD BE REFERRED TO STATES AND IFALPA. THE OBJECT IS TO PREVENT REOCCURRENCE.

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-----040399 131352Z /50

O 122055Z JUN 78  
FM AMCONSUL MONTREAL  
TO SECSTATE WASHDC IMMEDIATE 636

UNCLAS SECTION 2 OF 3 MONTREAL 1178

FROM USREP DOWNS/ICAO FOR ASST SEC MAYNES/IO

USSR: I WOULD LIKE TO RESPOND TO THE UK REMARKS. FIRST, MY GOVERNMENT STATED THAT THERE WAS AN INCIDENT. SECOND, HOW SHOULD WE SEE THIS EVENT. IT INVOLVES TECHNICAL ASPECTS AND I CANNOT BE ASKED TO PROVIDE INFORMATION. WHY HAS THE REPUBLIC OF KOREA MADE NO INQUIRIES? THE LESSON LEARNED IS THAT INTERNATIONAL FLIGHTS SHOULD COMPLY WITH THE ICAO STANDARDS AND RECOMMENDED PRACTICES AND NOT TO COMPLY IS DANGEROUS. NO ORGANIZATION CAN TAKE ANY ACTION IN THIS MATTER.

CANADA: I WANT TO ASSOCIATE MYSELF WITH THE SUGGESTIONS OF THE US/UK AND FRANCE. IT SEEMS THAT THE DAYS OF WAGGING THE WINGS AND DROPPING THE LANDING GEAR AT HIGH SPEEDS AND ALTITUDES IS NOT POSSIBLE ANY MORE. THE SARPS OF THE PRESENT ANNEXES MAY NO LONGER BE ADEQUATE. ICAO SHOULD LOOK AT THIS QUESTION IN LIGHT OF THE EVENTS THAT OCCURRED. THE USE OF AVIONICS MAY BE MORE ADEQUATE. THROUGH IATA, IFALPA AND THE STATES PERHAPS WE CAN COME UP WITH SOMETHING THAT WILL BETTER PROTECT LIVES. BLUNDERS IN NAVIGATION

WILL ALWAYS OCCUR.

PRESIDENT: I WOULD LIKE TO INFORM COUNCIL OF MY VIEWS. SPECIFICS HAVE NOT BEEN ADDRESSED AND THE DISCUSSION MUST PROCEED WITHIN THE FRAMEWORK OF MY MEMO. PERHAPS WE NEED A MEMO ON THE SUBJECT. WE COULD FOCUS OUR ATTENTION ON ANNEX 2, APPENDIXES  
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AND ATTACHMENT A. WE COULD QUERY STATES ON THE STATUS OF APPLICATION OF ANNEX 2 SARPS AND THEN INFORM COUNCIL. WE ARE NOT TRYING TO PUT ANY STATE IN THE SPOTLIGHT. WE CANNOT REFER TO A SPECIFIC EVENT SINCE WE HAVE ONLY THE HEARSAY INFORMATION FROM NEWS MEDIA. PRESIDENT OF COUNCIL PREFERS TO NOT SAY THAT AN EVENT OCCURRED.

FRG: REGARDING THE USE OF POLAR ROUTES, I SUGGEST THAT THE ANC LOOK AT THE POSSIBILITY OF AMENDING ANNEX 10 AND OTHERS WITH REGARD TO THE IMPROVING THE SAFETY OF POLAR FLIGHTS IN GENERAL.

AUSTRALIA: I SUPPORT THE VIEWS EXPRESSED BY CANADA. ANY ACCIDENT/INCIDENT/EVENT SHOULD BE USED TO IMPROVE AIR SAFETY. I ALSO SUPPORT THE PRESIDENT'S PROPOSED ACTION TO ADD THE PROBLEM INFORMALLY TO THE AGENDA.

ITALY: I HAVE NO INSTRUCTIONS ON THIS MATTER. PERSONALLY, MY VIEWS ARE CLOSE TO THE OTHER REPRESENTATIVES. I SUPPORT THE PRESIDENT'S APPROACH.

LEBANON: I SUPPORT THE PRESIDENT'S APPROACH ALSO. IT IS A QUESTION OF CONSULTING STATES ON HOW ICAO MIGHT IMPROVE IMPLEMENTATION. I WONDER IF WE HAVE THE TECHNICALLY QUALIFIED REPRESENTATIVES ON THE ANC. WE DO NOT NEED TO CONSULT STATES AND CAN DO THIS TASK WITHIN THE SECRETARIAT.

UK: I PREFER THE PRESIDENT'S APPROACH TO CONSULT WITH STATES.

TANZANIA: MY VIEWS ARE LIKE LEBANON'S. WERE THERE ANY FURTHER DETAILS ON THIS ACCIDENT/INCIDENT/EVENT SENT TO ICAO?

PRESIDENT. NO. NO FURTHER DETAILS. OBVIOUSLY, I WILL DO WHATEVER COUNCIL DESIRES. REGARDING THE QUESTION OF LEBANON, THE ANC IS A STANDING BODY AND IT IS WITHIN ITS PURVIEW TO STUDY THE PROBLEM. THE SECRETARIAT CAN PRESENT TO COUNCIL A STUDY OF INTERCEPT PROCEDURES AND WE CAN THEN TAKE FURTHER ACTION. IF ANC HAS USEFUL INFORMATION OR COMMENTS FROM STATES USING THE PROCEDURES, WE COULD EXAMINE THE PROCEDURES AND SEE WHAT NEEDS TO BE DONE. THERE NEEDS TO BE A LETTER SENT TO STATES. ALL STATES. THE DIFFERENCES TO ANNEX 2 FILED ARE UNKNOWN HERE. THERE ARE A LARGE NUMBER  
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OF STATES THAT HAVE PROCEDURES IN THEIR AIPS BUT THERE IS NO INFORMATION ON THE DIFFERENCES WITH REGARD TO THE IMPLEMENTATION AND COORDINATION WITH MILITARY AUTHORITIES.

SPAIN: I SHARE THE IDEA TO CONSULT WITH STATES.

USSR: WHAT ITEM ON TODAY'S AGENDA ARE WE NOW DISCUSSING?

PRESIDENT: THIS IS NOT ON THE ORDER OF BUSINESS. THERE IS NO CASE BEFORE COUNCIL. WE ARE SPEAKING TO MY MEMO OF 19 MAY. THIS QUESTION WAS RAISED IN COUNCIL AND NOT IN REGARD TO CWP 6635. THIS IS REGARDING HOW COUNCIL WISHES TO PROCEED.

LEBANON: I DO NOT WISH TO COMPLICATE THIS PROCEEDING. MY THINKING IS THAT ICAO IS ALWAYS UP TO DATE WITH REGARD TO THE AIRCRAFT CURRENTLY BEING FLOWN AND THE INFORMATION AVAILABLE ABOUT THEM IS AVAILABLE IN THE SECRETARIAT. THE OPERATIONS MANUALS CAN BE COMPARED. GRANTED, SARPS ARE NOT ALWAYS POSSIBLE OR FEASIBLE. LET'S LOOK AT THE EXISTING PROCEDURES AND THEN CONSULT STATES.

PRESIDENT: TO CONCLUDE COUNCIL WISHES TO TAKE UP THE POINT REGARDING INTERCEPT PROCEDURES. THE SECRETARIATE CAN QUERY REGARDING PROCEDURES AND IMPLEMENTATION AND THEN MAKE RECOMMENDATIONS.

USSR: I WOULD LIKE TO REQUEST CLARIFICATION. SEVERAL HAVE TALKED ABOUT BUT IS THERE A FORMAL MOTION BEFORE COUNCIL?

PRESIDENT: THERE IS NO MOTION. THIS IS AN EXCHANGE OF VIEWS. ONE POSSIBILITY IS THAT THE ANC SHOULD CONSIDER INTERCEPT PROCEDURES AND THE ANB COULD GET INFORMATION ON INTERCEPT PROCEDURES.

USSR: WE MUST END THIS DEBATE AND RETURN TO OUR BUSINESS. IF THERE IS NO MOTION, TERMINATE THIS DISCUSSION.

UK: I WOULD LIKE TO CONTINUE THE DEBATE AND PROPERLY REVIEW THE DISCUSSION ITEM. IF A FORMAL MOTION IS NEEDED, I WILL PROVIDE IT AND INVITE THE SECRETARIAT TO SEND THE QUESTION TO STATES TO ESTABLISH THE STATUS OF IMPLEMENTATION OF PROCEDURES FOR INTERCEPT OF AIRCRAFT; TO CONSIDER WHETHER ADDITIONAL MEASURES FOR NAVIGATION IN REMOTE/HAZARDOUS AREAS OF THE WORLD IS NEEDED AND WHETHER ADDITIONAL MEASURES CAN BE DEVELOPED BY ANC IN LIGHT OF THE COMMENTS RECEIVED FROM STATES.

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USSR: THE QUESTION IS NOW CLEAR. APPARENTLY SOME REPRESENTATIVES WISH TO DISCUSS THIS QUESTION. I WOULD LIKE TO KNOW WHAT "POTENTIALLY DANGEROUS AREAS" MEANS.

UK: THIS IS WHERE AIRCRAFT MAY BE UNABLE TO NAVIGATE ADEQUATELY DUE TO AIRBORNE OR GROUND FACILITIES NOT BEING AVAILABLE.

USSR: THANKS FOR YOUR EXPLANATION.

USA: I SECOND THE MOTION OF THE UK AND HAVE AN ADDITIONAL COMMENT. THE STATUS OF USE OF THE ICAO PROCEDURES FOR INTERCEPT OF CIVIL AIRCRAFT NEEDS TO BE LOOKED AT. THE PROCEDURES IN REMOTE OR POTENTIALLY HAZARDOUS AREAS OF THE WORLD ALSO REQUIRES INVESTIGATION. THE US WANTS TO COVER THOSE AREAS AND TO ALSO LOOK AT THE COMMUNICATIONS ASPECTS. I WANT THE VIEWS OF COUNCIL REGARDING THIS PROPOSAL.

USSR: I SPEAK AGAINST THE PROPOSAL. THE REASONS ARE MAINLY BECAUSE I HAVE BEEN WORKING IN ICAO FOR A LONG TIME AND I KNOW THAT THE ANSWERS THAT WE WILL GET ARE THE ANSWERS WE WOULD LIKE

AND NOT THE ONES WE NEED. I OBJECT TO THE PROPOSAL.

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TO SECSTATE WASHDC IMMEDIATE 637

UNCLAS SECTION 3 OF 3 MONTREAL 1178

FROM USREP DOWNS/ICAO FOR ASST SEC MAYNES/IO

FRANCE: AS REVEALED BY THE PROPOSAL AND IN LIGHT OF THE DEBATE, I CONCLUDE THAT WE ARE DEALING WITH A TECHNICAL SUBJECT. ANNEX 13 DEFINES AN ACCIDENT AS SOMETHING THAT RESULTS IN DEATH OR A DAMAGED AIRCRAFT. COUNCIL ASKS ITSELF IF THE EXISTING PROCEDURES MEET CURRENT REQUIREMENTS IN THE LIGHT OF TECHNICAL PROGRESS. THE PROPOSAL HAS BEEN MADE AND SECONDED THAT FOLLOWING WORK, STATES WOULD BE QUERIED AND THAT THE EXTENT OF APPLICATION WOULD BE DETERMINED. THE VIEWS OF THE UK AND US ARE SUPPORTED. THIS IS A TECHNICAL QUESTION.

COFFEE BREAK: USSR LOBBIED CZECHOSLOVAKIA TO SUPPORT THEIR POSITION HEAVILY.

CZECH: THE POSITION OF COUNCIL IS NOTED REGARDING THES EVENT. PILOTS WITH EXPERIENCE IN FLYING IN POLAR AREAS USE CONTEMPORARY AIRCRAFT WITH EQUIPMENT THAT HELPS PRECISE FLYING AND DO NOT DEVIATE FROM COURSE 130 DEGREE. THE PROVISIONS OF ANNEX 2, PARA 3.8 COVER PROCEDURES OF NAVIGATION SUFFICIENTLY. I DOUBT THE NEED TO DISCUSS THE PROBLEM. I OBJECT TO SENDING THIS OUT TO STATES.

SPAIN: I THINK THIS QUESTION NEEDS SOME CLARIFICATION.

USA: WE ARE NOT FOCUSING ON THE EVENTS OF APRIL 20TH. THIS IS NOT THE PLACE OR TIME FOR CONDEMNATION AND THIS IS NOT OUR INTENT. WE NEED TO REVIEW ANNEXES 2, 10, 11 AND POSSIBLY 6

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WITH A VIEW TOWARD UPGRADING AND INCLUDING IFALPA'S IDEAS.

MEXICO: WOULD THE UK REPEAT THEIR PROPOSAL PLEASE.

UK: I FORGET THE EXACT WORDING BUT IT WAS ALONG THE LINES:

"THE SECRETARIAT IS INVITED TO PREPARE A QUESTIONNAIRE TO BE SET OUT TO STATES AS FOLLOWS:

- 1) TO ASCERTAIN WHETHER ADDITIONAL MEASURES ARE NEEDED FOR NAVIGATION AND COMMUNICATIONS PROCEDURES IN REMOTE OR POTENTIALLY HAZARDOUS AREAS OF THE WORLD.
- 2) TO ASCERTAIN THE IMPLEMENTATION OF PROCEDURES OF INTERCEPTION OF AIRCRAFT.
- 3) TO DETERMINE WHETHER ANY ADDITIONAL TECHNICAL MEASURES CAN BE DEVELOPED IN THE LIGHT OF ANSWERS RECEIVED.

PAKISTAN: I HAVE SYMPATHY FOR ANYTHING THAT CAN BETTER AIR TRANSPORT SAFETY. OUR FEELING IS THAT ALL OF THIS IS A FUNCTION OF ICAO WITHIN THE SECRETARIAT. ICAO HAS BEEN REACTING INSTEAD OF ACTING - WAITING FOR SOMETHING TO HAPPEN. THE DEBATE HAS CHANGED. THE UK HAS STATED PLAINLY THAT THE PROPOSAL IS AN "OFF THE CUFF" DEVELOPMENT IN RESPONSE TO DEBATE. I FEEL THAT THE TEXT IS VERY WIDE AND NEBULOUS.

MEXICO: I SUPPORT PAKISTAN AND WANT AT LEAST TWO WEEKS TO STUDY THE PROBLEM.

USA LET'S STRIKE THE WORDS "POTENTIALLY DANGEROUS AREAS OF THE WORLD." THIS MAY BE THE OBJECTIONABLE PART TO PAKISTAN AND MEXICO.

LEBANON: SUPPORT THE WRITTEN TEXT AND THE NEED FOR TIME TO EXAMINE THE TEXT AND TO RECEIVE INSTRUCTIONS.

PRESIDENT: YOU HAVE HEARD THE REQUEST AND IT WILL BE PRESENTED IN THE FOUR LANGUAGES. I WILL REPLY TO THE SPANISH REPRESENTATIVE ON HOW THE ANNEXES CAN BE AMENDED. AMENDMENTS CAN COME FROM ANY SOURCE - STATES OR INTERNATIONAL ORGANIZATIONS.

UK: I HAVE INDICATED THE GENERAL SPIRIT OF THE ISSUE AND ALSO UNDERSTAND AND SYMPATHIZE WITH THE VIEWS OF THE REPRESENTATIVE OF PAKISTAN. IN MY FIRST INTERVENTION THE FACTS WERE FAR FROM CLEAR  
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AND IT IS PREMATURE TO ARRIVE AT A CONCLUSION AT PRESENT. I WOULD PREFER INCREASING OUR INFORMATION BEFORE REACHING CONCLUSIONS. MY TEXT DOES, HOWEVER, REFLECT WELL THOUGHT THROUGH IDEAS AND IS NOT HASTILY CONCEIVED. I WOULD LISTEN TO RECOMMENDATIONS FOR AN AMENDED IMPROVED TEXT.

ARGENTINA: I ASSOCIATE MYSELF WITH THE VIEWS OF PAKISTAN AND MEXICO. I DRAW COUNCIL'S ATTENTION TO THE FACT THAT THIS IS REPEATING THE WORK OF RAN MEETINGS. THE REGIONS HAVE IMPLEMENTED THEIR PLANS TO THE BEST OF THEIR ABILITY. WE ARE ASKING STATES TO SAY THAT WHAT THEY HAVE DONE MAY BE INCORRECT. WE HAVE AN IMMINENTLY QUALIFIED COMMISSION THAT CAN ANALYZE THESE POINTS RAISED AND THAT BODY SHOULD MAKE A STUDY BASED ON ALL DATA AVAILABLE AS STATED BY THE REPRESENTATIVE OF

LEBANON. IN THIS BUILDING WE HAVE ALL OF THE DATA REQUIRED TO CARRY OUT A REVIEW. THE ANC CAN DO IT WITHOUT PUTTING IT INTO A POLITICAL CONTEXT.

USSR: AGREE WITH ARGENTINA. THE PROPOSAL OF THE UK REPRESENTATIVE IS NOT CLEAR. WE SHOULD DELETE THE LAST PARA OF HIS PROPOSAL AND I WOULD LIKE TO KNOW WHAT CONNECTION THERE IS BETWEEN PARA 1 AND PARA 2. PARA 2 STATES THAT ADDITIONAL COMMUNICATIONS MEASURES MAY BE NEEDED. WE CAN ANSWER THIS QUESTION OURSELVES. YES, ADDITIONAL MEASURES MAY BE NEEDED. THERE IS NO NEED TO PUT THESE QUESTIONS TO STATES AND I DO NOT UNDERSTAND WHY WE SHOULD ASK.

PRESIDENT: WE SHOULD STOP THIS DISCUSSION NOW. WE WILL GET THE UK PROPOSAL IN WRITING AND ACCEPT OR REJECT IT FOLLOWING REVIEW.

TODAY IS THE 5TH AND WE WILL EXAMINE IT AGAIN DURING THE WEEK OF 12-16 JUNE WHICH IS NEARLY TWO WEEKS.

OBSERVER COMMENT: A LENGTHY DEBATE FOLLOWED ON WHEN THE SUBJECT SHOULD APPEAR ON THE COUNCIL AGENDA AND THE PRESIDENT SUBSEQUENTLY RULED THAT THE SUBJECT WOULD BE DISCUSSED ON MONDAY, 19TH JUNE.

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## Message Attributes

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